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their midst. There is also evidence of under-currents of lava which have left hollows or tunnels on their course down the mountain. The falling in of the surface leaves open caverns, which are sometimes filled with snow, originally drifted by the trade wind into these hollows, and solidified into ice, at about 11,000 feet above the sea.

The ascent becomes more arduous as we proceed; climbing becomes difficult and dangerous; indeed such was the roughness of the surface that some time was consumed in finding a space whereon to rest.

Large beds of frothy obsidian are near the summit. At the uppermost crater on the edge of its vast area, 784 feet deep, without the sound of animated being, the eye rests on complete desolation; and one is led to reflect that such may have been the state of our earth at its creation.

From the summit of Muna Loa the low land is invisible. Man stands there seemingly apart from the beneficent and luxuriant provision God was pleased to prepare for him. No Paradise is there—all is desolation; but in descending we see how the influence of the atmosphere dissolves the substances contained in the lava, and forms a fertile soil.

To the S.E. the crater of Pohakuhanalie is connected with that of Mokuoweoweo, which is much deeper; its walls being nearly perpendicular, and exhibiting 92 layers or beds, unintercepted by dykes. S. of the last-named crater there is another, the lava of which was so hot at the time of my visit that we could not walk over it. We came therefore to the conclusion that this was the seat of eruption that had been noticed a few days before.

XIII.—*Account of the Proceedings of H. M. S. Enterprise from Behring Strait to Cambridge Bay.* By Capt. R. COLLINSON, R.N., F.R.G.S.

Communicated by Sir GEORGE BACK, R.N., F.R.G.S.

Read, June 25, 1855.

THE priority of discovery of the Prince of Wales Strait by Capt. M'Clure in 1850 and the researches of Dr. Rac upon Victoria Island have deprived the voyage of the *Enterprise* of much of its interest. Yet the fact of having penetrated farthest to the eastward and approached nearest to the spot reached by the *Hecla* in 1819, together with our extrication from the ice, and consequent opening of the sea between Point Barrow and the Mackenzie as a whale fishery, in conjunction with such geographical remarks as must transpire in the navigation of unknown seas,

will, it may be hoped, afford sufficient matter to the Society for a short paper.

Sailing from Plymouth on the 20th of January, 1850, we reached the Straits of Magellhaens on the 10th of April, and leaving the Gorgon to bring on our consort the Investigator, we proceeded through the first and second narrows, touched at the Chilian settlement of Punta Arenas, and reached Fortescue Bay on the 17th, the Gorgon and the Investigator arriving the same afternoon.

Thence the steam-vessel towed both ships into the Pacific Ocean, where we at once encountered so mountainous a sea that the tow ropes broke, and it became necessary to cast off one vessel. The Gorgon carried the Enterprise two hours to seaward, and then returned for the Investigator: thus the two vessels parted company, which were never again destined to meet.

After a long passage of sixty-six days we reached the Sandwich Islands, where I remained six days in the hope that our consort would arrive; then, deeming the delay certain to be occasioned by our communicating with the Herald and Plover would give her an opportunity of rejoining us, I put to sea, following the course pursued on former occasions by Capts. Beechey and Kellett, and running down my longitude in the Tropics, but advising Capt. M'Clure, if he was late, to take the *Amoukta Channel*. This course he pursued most fortunately, and while we were delayed by light winds and calms, he, favoured with a fine breeze, reached the edge of the ice eighteen days before us, and found a wintering place in the Prince of Wales Strait that season. We rounded Point Barrow on the 21st of August in a sea comparatively free from ice, but were stopped on the following morning by the pack, which was impervious. As it became necessary to retrace our steps in order to reach the land-water, and looking to the advanced state of the season, I consulted with the officers; and they concurring in the opinion that it was not practicable to proceed to the eastward this season, I determined to devote what remained of it in an attempt to reach the Polynia. We accordingly returned upon our track, and in the same longitude where Capt. Kellett the previous year had seen a promising opening, were enabled to get to the northward, eventually reaching lat. $73^{\circ} 23' N.$, where our progress was completely arrested; and at the end of August, finding there was no hope of the ice breaking away this season, I returned to the south. As a proof of the appropriate term of Pacific to the ocean which bears that name, I may mention that we sailed from lat. $32^{\circ} S.$ to $73^{\circ} N.$, going over a distance of 11,300 miles in 116 days, without ever once having occasion to reef the topsails!

Being aware of the capability of Hong-Kong to make good the

provisions and stores which we had expended, and that by resorting thither we should not have occasion for any assistance, and be enabled to revictual without the expense of hiring transports, I selected this spot to pass the winter; and reports being still rife among the Esquimaux relative to white men having been seen upon the shores of the Polar Sea, I availed myself of the offer of Lieut. Barnard and Mr. Adams, assistant-surgeon, to remain at Michaelowski Redoubt, in Norton Sound, where they would not only be able to investigate these rumours, but also to acquire a knowledge of the Esquimaux tongue.

I then proceeded to the Russian settlement of Sitka, where we were most kindly received, and obtained some useful information relative to the course of the river Kwichpak or Kweipak or Yucon; the latter name having been erroneously appended to the Colville, thus affording it a watershed nearly equal to the Mackenzie, whereas the drainage of this district falls into Behring Strait, instead of the Polar Sea.

Leaving Hong-Kong on the 2nd of April, 1851, we found the whaling fleet* at the edge of the ice, near Cape St. Thaddeus, on the 1st of June, and immediately entered the pack, in the hope of finding land-water in the head of the Gulf of Anadyr.

With some difficulty we managed to push through up to Cape Chukotsky, and then, with considerable labour, effected our passage across to Port Clarence, where we arrived on the 3rd of July, and had to receive the melancholy intelligence of the death of Lieut. Barnard, who with the governor of Derabin (a Russian post in the interior) was killed by the Indians, thus depriving the expedition of one of its most promising officers, whose life was sacrificed in an attempt to open a communication with the Esquimaux on the shores of the Polar Sea by way of the Colville.

Taking leave of civilized society we bade adieu to our friends in the Plover, and sailed on the 10th of July, meeting with a considerable quantity of ice, but no obstruction, until we reached Wainwright Inlet, where the "pack" did not admit of a passage for us between it and the land. While waiting for it to open we were beset, and after undergoing considerable pressure were carried gradually towards Point Barrow; on approaching which, we found the current increase in velocity, but the ship remained immoveable in the pack, and we were thus borne along by the current towards a mass of grounded ice, on which the Point Barrow natives had assembled, evidently in anticipation of the rich prize which was almost within their grasp. The eddy tide caused by the grounded pieces proved, however, our refuge, and it was with no small feelings of gratitude that I perceived none of the

* *i.e.* American.

floating pieces of ice touched the grounded ones, but were turned aside as they came up. This happened to us : at one time we approached within our own length, but by the merciful providence of God were again carried away without collision, in which case destruction appeared inevitable.

After passing the grounded masses, the ice slackened, but we made little or no progress until the 31st, when we reached the coast water near Point Tangent.

During the period we were beset, an opportunity was given us of observing the dispersion of boulders by the ice. Three stones the size of a man's head were alongside on a floe, when we were 10 miles from the land : as there are no icebergs in these seas, these could not be torn away from the cliffs, but must have been embarked by pressure on the beach.

We proceeded slowly along the coast, contending against light easterly winds, but occasionally assisted by rain-squalls from the S.W., which sometimes raised the temperature of the air as much as 20°, and on one occasion came to our aid at an opportune moment. Desirous of extending our narrow lane of navigation between the ice and the land, we approached the latter too close, and in the act of going about took the ground, when one of these puffs occurring, saved us the labour of laying out a stream anchor.

We were twice boarded by the natives, who brought venison and geese, which they eagerly bartered for tobacco ; and from a doll in their possession, which was part of a boxful equipped especially for our use by some kind friends, and therefore must have been received from us last year at Point Hope, it is evident that the natives of this part of the coast are in the habit annually of resorting to Behring Strait for barter. The coast line is fringed with low sand-banks, between which and the main are shallow lagunes, which seldom afford water sufficient to float their oomiaks. Many reindeer resort to these sand-banks, both for the purpose of avoiding ambuscade and escaping from the torment of musquitoes.

Although the navigable channel was sometimes barely wide enough to work the ship in, yet we met with no detention until our arrival at Point Manning, where it threatened totally to obstruct our progress ; fortunately we found a passage, and then the effect of the Mackenzie became visible, the ice sometimes admitting us to stand 50 miles from the main, at which distance no bottom was obtained with 180 fathoms.

We were detained by light wind and a surface-current (which turned the ship round and round in spite of all our endeavours to the contrary) a week opposite to Herschel Island. At length a fair wind carried us past the embouchure of the Mackenzie. The Pelly Isles were seen from the crow's-nest, and two islets to the E.N.E.

of them, the water about them being apparently very shoal from the number of grounded pieces of ice. Cape Bathurst was made on the 26th of August, and Cape Parry the same afternoon. In the first watch we made the land out to the northward, and hauled up towards it, finding ourselves the following day at the entrance of a strait. This we followed, and on the 30th came across traces of our consort, who, it appeared, had wintered in the pack in this neighbourhood, and ascertained that the strait communicated with Melville Sound. Without information regarding Capt. M'Clure's intentions, or any knowledge whatsoever of the direction his travelling parties had explored, I imagined he would most naturally pursue the north-eastern route. We accordingly made all sail in that direction, and reached the entrance of the strait, where, in lat. $73^{\circ} 30' N.$, and long. $114^{\circ} 35' W.$, some imagined they saw Melville Island, but, I must confess, I did not make it out. *There remained, however, but 55 miles between our position and the farthest point reached by Sir E. Parry in the Hecla in 1819*—to so short a distance is the North-West Passage now reduced, but, I fear, without a chance of its being ever accomplished in this direction.

Capt. M'Clure may be said to have watched it three years without the ice breaking away; while the assiduous attempts of the eastern expeditions, with the aid of steam, have not even been able to reach so far to the W. as Parry did in 1819, thus showing how uncertain the navigation of these seas is.

The ice to us appeared in unbroken fields, which the north-easterly wind was now pressing on to the shore at each side of the strait, affording us, under present circumstances, not a hope of egress; but, anticipating that on a change of wind the ice might slack off, I hauled over to the N. shore, where I had seen a small cove in which the ship could remain while we examined the ice from the land. This on our return we found full of ice, which had streamed in since the previous day; and, after in vain looking for a sheltered spot, until we were too near the depôt of provisions left by Capt. M'Clure on the Princess Royal Isles, I determined on proceeding up the W. face of Baring Land, and finding a place there to winter in, whence our travelling parties could explore westerly and north-westerly, but little imagining I was pursuing the exact track of the Investigator. On reaching Point Kellett, however, we found this to be the case, and learned that she had left the Prince of Wales Strait, but *13 days previous to our entering it*. From the quantity of provisions deposited on the Princess Royal Isles, I, in default of any information, concluded that Capt. M'Clure had returned to Point Barrow; but as the sea was still open, I determined upon following the coast line as far as I was able, and depositing depôts for my travelling parties' return to

Point Kellett, where the configuration of the land promised to afford us shelter for the winter. On the 9th of September we reached Meek Point, where the large floes obstructed the navigation so much as to render it nearly impossible to work to windward, and the main body of the ice was so close that the first westerly wind would cut off our retreat. I therefore landed some provisions and returned to Point Kellett, as it appeared, just in time; for in the westerly wind which ensued the ice closed in upon the Investigator, placing her in a most perilous position.

On examination, the depth of water inside Point Kellett did not admit of the ship's being placed there in security. I had, therefore, to abandon this intention, and seek another locality. This was found at the entrance to the Prince of Wales Strait, where, in lat. $71^{\circ} 35' N.$, and long. $117^{\circ} 39'$, we passed the first winter.

A party of Esquimaux, about 40 in number, were hunting in our neighbourhood, where they remained until November, and then migrated to the southward. In May the same party returned; so it is probable that they reside on the shores of Dolphin and Union Strait during half the year, where the tides are sufficiently strong to break up the ice and give them an opportunity of catching seals.

Before starting on our exploring parties, a journey was undertaken into the interior, with the hope of reaching an eastern water-parting; but the summits of the hills were so denuded of snow that the runners of our sleigh were cut to pieces by the stones, and we were compelled to return without attaining our object.

Two of our travelling parties passed through the Prince of Wales Strait, when one sleigh followed the N. coast of Albert Land, which I was desirous to examine, in order to judge whether a route in that direction was practicable for the ship.

The second crossed over to Melville Island; but having, from the rough condition of the ice, left the tent and sleigh behind, they did not reach so far as Winter Harbour.

They landed on Cape Providence *twenty days after Capt. McClure had left it*, and saw his sleigh-tracks; but deeming the easterly route the most recent, and hearing the howling of dogs, they were taken to be Esquimaux. Being ill provided with arms and ammunition, and their provisions exhausted, they were compelled to return; and thus, although we had passed within *sixty miles* of the Investigator, and had fallen upon the traces of her exploring parties, we again missed the opportunity of communication.

The southern travelling party entered the sound which separates Albert from Wollaston Land, but did not reach the bottom of it; and as this appeared likely to lead me into the centre of the Archipelago, I determined to ascertain whether it was a sound or strait,

which its close proximity afforded a probability of doing without materially interfering with the season. We got to sea on the 5th of August, but being hemmed in by the ice did not lose sight of the spot where we had spent our winter until the 5th of September; and it was the 13th before the junction between two lands was satisfactorily determined: then, the season being too far advanced to hope that any good would result from our again trying the Prince of Wales Strait, we entered the Dolphin and Union, and after a hazardous navigation among rocks and shoals, embarrassed by the difficulty of not knowing how to steer during the darkness and the fogs, we reached Cambridge Bay on the 26th of September, and were frozen in on the 30th. The winter came upon us in a critical position, the ship being on shore; but, with considerable labour and great exposure, we managed to get her afloat—the exertion on this occasion proving, however, a bad forerunner to the severe winter which ensued, the mean temperature for February being as low as -38° .

On our arrival, we at once established a communication with the natives, who were diffident at first, this being their earliest communication with white men. The number hunting in the immediate vicinity amounted to less than 100, but before the winter set in others resorted to Cambridge Bay, attracted no doubt by the wonderful novelty. They belong to the Central tribe of Esquimaux, wearing the same costume and speaking a similar dialect to the Igloodik and Boothia Isthmus people; and unlike the Greenland and Behring Strait tribes, who perform almost all their migrations by sea, these people travel over the land and ice with sleighs. The journey to Victoria Land is performed previous to the breaking up of the ice in the summer, and having no oomiaks, and but one or two kayaks, their communication with the continent is cut off until the straits are bridged over by the frost; they then assemble between Cape Colborne and the Finlayson Islands, which is the great crossing-place for the reindeer, and, after they have obtained as many as possible, pick up their caches of fish and venison, and return to the continent for the winter. They frequently visited us, bringing children of all ages even upon the coldest days, but we only could induce them once to remain all night, when they enjoyed the dancing and singing upon the lower deck, and went to rest perfectly satisfied. Unfortunately, the following morning was the usual one for the weekly inspection of the men under arms; and after breakfast, when the ship's company began to take down their muskets and cutlasses, they became alarmed, and crept away before we were aware of it. Otherwise they were upon very good terms, becoming latterly expert in picking up whatever they could lay their hands upon, and occasioning the necessity of a vigilant look out.

In addition to their performing their annual migration on land instead of by water, they differ from the other tribes by inhabiting snow houses during the winter, and have therefore no fixed place of abode, all their necessities being carried upon sleighs. The house is built in the course of two or three hours, and all trace of it disappears in the ensuing summer. Very few iron implements were found among them, the most warlike being a spear-shaped knife made of native copper; while their arrows are tipped with the same, or made of bone and flint. On one occasion they were induced to show their skill by shooting from the forecastle at the mast-head vane, and struck it frequently. They seldom cook their food, the frost apparently acting as a substitute for fire. Biscuit and sugar the children latterly acquired a taste for, but salt appeared always an abomination.

They do not use drift-wood or grass for fuel, but content themselves with the stone-lamp fed by seals' blubber, which enables them to thaw the snow for a drink. Spirits and tobacco they have as yet no notion of; and, unlike their brethren on the E. and W., are free from vermin on their persons. A distance of several years was always observed to intervene in the ages of the children of the same family, which must be occasioned, I presume, by the difficulty of supporting them. All the drudgery falls upon the women; even the boys would transfer their loads to their sisters. Bears' claws, deer's teeth, and bills of birds are hung about their coats; the mothers frequently pointing with pride to these evidences of success in their children. The limited means of communication which we possessed prevented our ascertaining whether any form of religion existed. One man of the tribe lived by himself in a tent, and appeared to be regarded as the Angekok. The dresses, with the exception of those of the young girls and children, who use bear-skin, were made almost entirely of rein-deer skins sewed together with sinew by copper needles. Some of the men were tall and well made; the distinguishing features being a broad face, square forehead, and flat nose; hair coarse and black, no whiskers, and but little on the upper lip and chin. The women are generally low of stature, and disfigured on the cheek by tattooing. Among those seen the preceding year were a few with aquiline noses and a Jewish cast of countenance, forming a curious contrast with the remainder of the tribe. The tribes appear to be separated from each other by a neutral ground, across which small parties venture in the summer for barter. The limit of these people westerly appears to be the Dolphin and Union Strait, beyond which the costume alters—the oomiak and the labret appear, showing an immediate connexion with the Behring Strait tribe. They do not, however, extend all the way to Point Barrow, but terminate at Herschel Island, whence, in the summer, trading

parties resort to Barter Island, where they meet not only the Point Barrow people, but also the Rat Indians, who descend from the Hudson Bay Company's post, Fort Yucon, and barter muskets, powder, beads, and knives, for furs. A party of these Indians were brought on board by the Esquimaux just as we were leaving Camden Bay, in July, 1854, when they at once produced a note from Mr. Hardisty, the clerk in charge of that post.

In the spring we set off in the hope of attaining the point reached by Sir James Ross in 1849, and thus complete most thoroughly the search; but owing to the ice hummocks and consequent necessity of following the coast line, we only reached an islet in $70^{\circ} 25' N.$, from whence *no land* was seen to the northward, and the ice being impracticable for sleighs, we were compelled to return, being 160 miles short of the object. I believe a better road would have been found, had we at once crossed over to King William Land; but being unaware that the east coast of Victoria Land had been searched by Dr. Rae, I thought this side of greater importance. This is now so far unfortunate as it would probably have led to the discovery of some traces of the party from the missing ships; and as the *Enterprise* was only 150 miles from Simpson Strait, where the remains of our unfortunate countrymen are supposed to be, we could have reached the spot, and paid the last sad offices to those whose lives it had been our great object to rescue during the preceding years, and perhaps have ascertained the cause of their untimely fate.

On one of the Finlayson Islands in Cambridge Bay, a piece of wood (part of a door frame), with a copper latch having the broad arrow upon it, was found. As this has been ascertained not to belong to Dr. Rae's boats, the probability of its having come from one of the two missing vessels is exceedingly great, and must lead to the conclusion that the vessels were abandoned somewhere in the vicinity of the Magnetic Pole. The depôt at Fury Beach never having been visited by them, is, I think, a conclusive reason for assuming that they were deserted to the southward of 72° ; and it should be borne in mind, in addition to Peel Inlet, there may be a strait between the points reached by Wynniatt and Osborn. The extreme difficulty which we experienced in dragging our sleighs in Victoria Strait would compel them to carry but a small quantity of provisions; and my opinion now is, that the main body of the survivors were left on the seashore, where they would have a better opportunity of maintaining themselves, while an advanced party ascended Back River, with the hope of reaching the Hudson Bay posts, and gaining assistance; but that in this attempt the boat was upset in one of those dangerous rapids so well described by Sir George Back. It is most painful that the mystery is not yet unravelled, and although all, or nearly all,

have abandoned the hope that any survive, yet the return of the searching party, which is now on its way to Simpson Strait, must be looked forward to by many with intense anxiety.

We remained incarcerated by the ice until the 10th of August, when it suddenly disappeared, passing away to the eastward, and leaving Dease Strait free. *The probability of our egress by Peel Inlet appeared to me quite as feasible as the western route, but upon examination, it was found that from some error at Woolwich we were 18 tons of coal short.* I had, therefore, no alternative but to make the best of my way to a coast where drift-wood could be found; we accordingly retraced our route, and met with no obstruction until opposite the embouchure of the Coppermine, when we found the channel blocked, and in our endeavours to get through were frequently in great peril, being beset and carried in the pack among the numerous islets and rocks with which this channel abounds. At length, with the loss of two anchors and 140 fathoms of chain, we effected our escape from the Dolphin and Union Strait, and had the satisfaction of being able once more to put trust in our compasses, and steer the ship in fogs and cloudy weather without risk of losing our way.

On arrival at Cape Bathurst, instead of the open sea which existed at the same period two years previous, we found the pack resting on the shore, and had considerable difficulty in getting through it. From thence, with less obstruction, we reached Herschel Island, but were here again brought to a standstill, until a westerly wind dispersed the ice, and with great difficulty we got at length into Camden Bay. This was fated to be our resting-place for the third winter, as at its western horn the ice was closely packed upon the shore, which an easterly wind was continually augmenting; and while waiting with a hope that a change in its direction would loosen the pack, the frost came and cemented all together. With the exception of spirits and a small deficiency in tea and sugar, we had an ample supply of provisions; and as soon as the ice would bear, set to work to lay in a stock of fuel for the winter. The beach was covered with drift-wood, and as it had to be dragged 4 miles off to the ship, the shortness of the days prevented our making more than one trip. We succeeded, however, in obtaining a sufficiency, and then settled down to our winter occupations. The season fortunately proved mild, and the general state of health was equal to the first and superior to the second year. When the spring advanced, I undertook a journey to the N., in the hope of settling the Polynia question; but although lightly laden, our sleighs broke down, and some of the men receiving severe falls from the hummocky condition of the ice, induced me to abandon the journey; and then the ascent of the Romanzoff mountains was undertaken, whence I hoped to

obtain an extended view to the northward. But in this we were also disappointed, in consequence of the prevalence of foggy weather, and the difficulty of travelling after the thaw commenced, all the water-courses being flooded.

On the 2nd of July the Esquimaux arrived from Barter Island, and we obtained from them some papers printed on board the Plover, by which we learnt that that vessel had passed the winter of 1852 at Point Barrow, and that the Investigator had not been heard of since 1850. As it was probable she had not made her escape the last season, it was determined at once to open a communication with Capt. Maguire, so as to enable him to collect provisions in time for us to return this season; and when the land-water admitted, which was the 10th of July, the whale boat under Lieut. Jago was despatched to Point Barrow. After a great deal of labour he reached that spot on the 24th, and found the Plover had sailed two days previously. The boat was so much damaged by being launched over the ice, that it was not prudent to return; he accordingly remained until our arrival. While waiting for us, the Rattlesnake stood in to the Point, but the weather being too bad for the boat to go off, she was not seen; and Capt. Trollope finding the Plover had sailed, returned without having noticed the boat's signals. *This slight occurrence prevented our being in the ice at the present moment*, as on board the Rattlesnake they were not aware at that time that Capt. M'Clure had communicated with the eastern expeditions, and as there was provision for two years on board of her, we should have completed and returned to the eastward.

The ice broke off alongside the ship on the 15th of July, but it was the 20th ere a navigable channel was found round Point Brownlow, and then we made but slow progress to the westward owing to contrary winds. On our route we fell in with the Point Barrow natives on their way to Barter Island, who immediately came on board, addressed me by name, and said Maguire had told them to supply us with provisions. A brisk barter immediately took place, and among other things a file of the 'Illustrated London News,' containing the opening of the Great Exhibition, was produced, being the first intelligence we had received from England since January, 1851!

On the 8th of August we reached Point Barrow, and having picked up our boat, made all sail to the southward; and on the 11th fell in with five American whale-ships, and reopened our communication with the civilized world after an interval of 1126 days.

When the result of our observations upon the moon-culminating stars, which have been obtained at each of our winter quarters, is ascertained, I will communicate to the Society the geographical

positions established by the *Enterprise*, and will conclude this paper by a few remarks upon the navigation of the sea that is now thrown open.

From the absence of field-ice and icebergs, the entrance by Behring Strait to the Polar Sea will always be found less hazardous than that by Davis Strait; and, in my opinion, the great difficulty lies between Icy Cape and Point Barrow. When the latter is rounded, although exposed to detention, yet the voyage may be considered as secure; and in the event of a vessel not being able to reach a sheltered harbour before the winter sets in, the security in which we passed the winter of 1853 on the open coast affords good reason to think that the ice hereabouts remains stationary; but the vicinity of the Mackenzie or Point Barrow should be avoided unless shelter from the land can be obtained.

Between Icy Cape and Point Barrow we found a current setting continually to the N.E., but along the American continent, the Prince of Wales and Dease Strait, the current is governed by the wind, while in the Dolphin and Union Strait a regular ebb and flow occurs. The tides seldom rise 3 feet. A synopsis of these and the meteorological observations will accompany the geographical positions. A large collection of specimens in natural history, which have been lodged in the British Museum, has been made by the surgeon, Mr. Anderson. While we must all lament that the noble object on which we were sent was not attained, we have the answer of a good conscience on our part that no means of affording aid to the missing ships was left untried, and that the search was continued to the uttermost our means afforded.

Geographical Positions established by Her Majesty's Ship Enterprise in the Polar Sea.

The accompanying longitudes are based upon the results of moon-culminating observations at the following places, viz.—

							h.	m.	s.
Walker Bay	172 observations	..	..	..	..	..	7	50	27.05
Cambridge Bay	134	,,	..	..	..	..	7	0	2.76
Camden Bay	138	,,	..	..	..	..	9	41	49.98

The meridian distances obtained by the chronometers (five in number) are as follows:—

							h.	m.	s.
Port Clarence to Walker Bay,	interval 70 days	..	..	..	..	..	3	14	24
Walker Bay to Cambridge Bay	,, 65	,,	..	..	..	..	0	50	9.01
Cambridge to Camden Bay	,, 54	,,	..	..	..	..	2	41	4.29
Camden Bay to Port Clarence	,, 39	,,	..	..	..	..	1	23	52.51

By which it will be seen that there is an error of 24', or 6 miles, in the longitude brought back to Port Clarence; and as it is difficult to determine where this error occurs, I have preferred retaining the result of each culminating station to referring the whole of the observations to one particular spot. The artificial horizon was frequently used on board the ship, the smoothness

of the sea sometimes admitting of its use, even when the vessel had a rate of three knots through the water. But some of the positions are liable to a slight uncertainty, either from being oversea observations or deduced from the rate of a pocket chronometer during our sledge operations.

Name.	Spot.	Latitude.		Longitude.	
		°	'	°	'
Point Barrow	N.E. angle	71	24	156	15*
Cape Halkett	Islet	70	50	152	18
Sandbank off the Colville ..	River	70	34	150	27
Sandbank off Yarborough ..	Inlet	70	30	148	17
Flaxman Island	N.E. point	70	11	145	44
Mouth of the Canning	W. cliff	70	6	145	32
Manning Point .. .. .	.. .. .	70	6	143	41
Herschel Island	N. point	69	40	139	0
Kay Point .. .. .	.. .. .	69	20	138	9
Pullen Island .. .. .	.. .. .	69	39	134	5
Cape Bathurst	N. end	70	28	127	30
Cape Parry	N.W. end	70	5	124	32
Point Meek	Islet	72	44	124	40
Point Kellett	W. end of spit	71	57	125	25
Nelson Head	E. end of cliff	71	4	122	21
Ramsay Island	Summit	71	36	119	3
Princess Royal Isle	Summit	72	49	117	48
Point Peel	Investigator's post ..	73	22	114	31
Cape Wollaston	End of the point ..	71	5	118	8
Cape Baring	Ditto	70	1	117	12
Bell Island	Summit	69	39	116	53
Lambert Island	Ditto	68	43	114	5
Cape Krusenstern	Cliff	68	28	114	48
Murray Point .. .. .	.. .. .	68	42	109	52
Turnagain Point .. .. .	.. .. .	68	43	108	28
Cape Alexander .. .. .	.. .. .	68	54	106	9
Simpson Rock .. .. .	.. .. .	69	1	105	1
Mount Pelly	E. Cliff	69	5½	104	45
Gateshead Island .. .. .	.. .. .	70	25	100	36

XIV. — *Account of the Jimma Country.*

Communicated by Sir J. GARDNER WILKINSON.

Read, June 13, 1855.

[The following is an account of the Jimma country given me by a native whom I met some years ago in Egypt. He had been carried off as a slave, and was taken to the Port of Berbera, from which he was sent to Mókha, and afterwards to Cairo.—J. G. W.]

ON going into the interior towards the S.W. from the port of Berbera, you traverse the Somául country, then that of Adderay, beyond which is the Jimma district. This is the name given it by the inhabitants; the Gallas call it Warági (Warakee). It lies to

* From the Plover's observations.

THE SEARCH FOR SIR JOHN FRANKLIN
by
Captⁿ. Collinson of H.M.S. Enterprise
1850-12-3-4.

Track of Captⁿ M^cClure in H.M.S. Investigator



